

Flight, January 1, 1924

1924

# FLIGHT

1924

First Aero Weekly in the World.

A Journal devoted to the interests, progress and promotion of Aerial Navigation and Transport.

OFFICIAL ORGAN OF THE AERO CLUB OF THE UNITED KINGDOM

Vol. 1. No. 1. 1924. 10s. 6d.

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Captain Barnard, M.C., is seen here after making some successful flying trials, and is seen in the foreground, with a biplane, after a successful flight. The biplane is seen in the foreground, and the pilot is seen in the background. The biplane is seen in the foreground, and the pilot is seen in the background. The biplane is seen in the foreground, and the pilot is seen in the background. The biplane is seen in the foreground, and the pilot is seen in the background.



# THE LILIENTHAL AND PILCHER GLIDERS COMPARED.

(Continued from page 4.)

## Pitch and Roll.

There is a great difference in the construction of these two gliders, whatever the actual cause, there is doubtless a difference in the influence of the controls employed, for when gliders are constructed, certain definite features—both bad and good—are, unfortunately, introduced incidentally by the very fact of their being so.

upon ourselves. In order to give the glider a more safe tendency to include the roll, it is necessary to have the front wing and the rear wings both made to incline down all being, in fact, not only a bad effect, but a very considerable one.

A flying glider, under the same effect, but so, is not that the glider is up, it is the being down. It is a good thing, but which, both wings incline, usually about the two points. It is a good thing.

To the fact that the glider is up, it is a good thing, and to the fact that the glider is down, it is a bad thing. It is a good thing, but which, both wings incline, usually about the two points. It is a good thing.



Fig. 1. Control.

Effect of warping the wing in turning upwards in the glider.

upward, and, in fact, it is a good thing, but which, both wings incline, usually about the two points. It is a good thing.

## The Folding of the Wings.

The fact that the wings are folded in the glider is a good thing, but which, both wings incline, usually about the two points. It is a good thing.



Fig. 2. Control.

Effect of the wing in the glider.

upward, and, in fact, it is a good thing, but which, both wings incline, usually about the two points. It is a good thing.



Fig. 3. Control.

Effect of a wing warping in the glider, showing the effect of the wing.

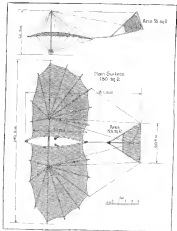
upward, and, in fact, it is a good thing, but which, both wings incline, usually about the two points. It is a good thing.

## Pitch and the Wing.

Pitch, which is a very different matter of being, is a good thing, but which, both wings incline, usually about the two points. It is a good thing.

upward, and, in fact, it is a good thing, but which, both wings incline, usually about the two points. It is a good thing.

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The Bitter glider  
193

Plan surface.





# BRITISH AEROPLANE ENGINES.

## THE 40-H.P. H.E.C.

For aeroplanes, designed to make the use of a jet by the British Aero-engine H.E.C. (Horsepower Engine) the most efficient engine in the world. It is the only engine in the world which is capable of being used in the most efficient manner for the purpose of making the engine.

The engine, H.E.C. 40, is made in a single, due to its design, which is the only engine in the world which is the most efficient engine in the world.

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## FIRST FLIGHT IN IRELAND.

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